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15,000 troops arrive is easily understood. While the Italian force remains where it is—in the seaports—it has the valuable assistance of a fine navy. One of the telegrams published in our yesterday's issue mentioned that a reconnaissance by aeroplanes greatly assisted the Italians by revealing the whereabouts of the enemy and enabling the artillery and the warships "to intervene effectively" with their long-range guns. There is much reason to fear that the conquest of Tripoli will not be accomplished without heavy sacrifice both of life and money, for there is great danger that the war will not be confined merely to the province of Tripoli. A month ago the Times wrote of an effective occupation of Tripoli as a by no means easy achievement for the troops of any nation. "Tripoli," it said, "has become in the eyes of Mussulmans, the stronghold of Islam in North Africa. It is unmapped; it has, of course, no roads, it has many positions capable of defence, and of late years measures have been taken to strengthen its powers of resistance. All these points will doubtless be carefully weighed by Italian statesmen and soldiers before they allow themselves to be committed to what might prove a formidable undertaking, even were it unattended by any dangers elsewhere. That it is attended by such dangers is sufficiently manifest from the comments made upon it in Berlin and in Vienna, where perils of the kind would be particularly unwelcome. And the dangers, we must remember, would not be confined to Europe. A Holy War in Tripoli might provoke Mahomedan fanaticism all over Africa, and possibly in not a few Asiatic countries as well." One of our telegrams yesterday stated that Enver Bey had met the Shaik of Senussi and succeeded in uniting the Hinterland in a holy war against the Italians. This is one of the likely developments of the situation, but the statement that a holy war has been proclaimed seems, however, to be premature. Meanwhile a steady stream of Turks from the interior is reinforcing the Turkish force opposing the Italian advance from the coast. Italy, though she claims to have been the pioneer of the International Arbitration movement, has absolutely declined to entertain any proposal of this nature for the settlement of the Tripolitan question, though it was eminently a question for arbitration, since by the confession of the Italians themselves it was essentially juridical. As one of the London papers remarked at the time, it is a distressing commentary on the value of Hague Conferences and Arbitration Treaties, for if they cannot be invoked when wanted they stand condemned as so many unctuous hypocrites, besides being a scandalous waste of the taxpayers' money. Should the occupation lead to a holy war, which would seriously menace the interests of other Powers, the latter will be compelled to bring more than a moral pressure to bear on Italy to seek a settlement of her dispute with Turkey by the more peaceful means of an Arbitration Tribunal.

Viceroy Jui Cheng of Hupoh arrived in Shanghai last week. The Bishop of Victoria, Mrs. Lander and family have moved down from the Peak and they are now in residence at St. Paul's College. Rules made by the Governor-in-Council under the Opium Ordinances regarding the sale of opium are published in the Gazette. Messrs. Lowe, Bingham & Matthews, of Hongkong, Shanghai and London, have opened a branch in Singapore under the management of Mr. Charles C. Duhamel. Mr. Alfred Sze has been appointed Chinese Minister to Washington. Mr. Sze was the Imperial Commissioner at the Plague Conference at Mukden. Mr. F. A. Aglen was appointed by Imperial Edict on the 26th inst. to succeed the late Sir Robert Hart as Inspector-General of the Imperial Maritime Customs. Mr. A. W. U. Pope, now general manager of the Shanghai-Nanking Railway, has been appointed technical advisor to the Board of Posts and Communications. The steamer *Laural Schiff*, which arrived from Bangkok yesterday, reported that her second engineer, Wittstock by name, was drowned on the 17th inst. at Bangkok. For stealing a cotton curtain valued at 20 cents from a house in Queen's Road West Mr. Wood at the Magistracy yesterday sentenced a native to three months' imprisonment and four hours' stocks. At the Magistracy yesterday Mr. Wood heard more evidence in the case in which three men stand charged with committing an armed robbery in Gough Street, and the defendants were again remanded.

The return of visitors to the City Hall Library and Museum for the week ending the 29th October, 1911, shows that of non-Chinese there were 413 to the Library and 196 to the Museum, and of Chinese 163 to the former and 3,201 to the latter. The Library was, therefore, used by 573 persons and the Museum by 3,397.

A grand orchestral and vocal concert is announced to be given at the City Hall on November 11th.

The return of communicable disease for last week shows: 1 case of plague, 1 case of diphtheria; 1 (British) case of enteric fever; and 3 cases of small-pox, one being a Portuguese case and the others Chinese.

We draw the attention of readers to the announcement on page 4 of the Bazaar and Fancy Fête in connection with the Ministering Children's League, which takes place on the Volunteer Parade Ground this afternoon.

A Chinese who was arrested with 22 tael of dross opium in his possession, and who had three previous convictions against him, was ordered by Mr. Wood at the Magistracy yesterday to pay a fine of \$200, the alternative being three months' imprisonment.

We understand the following promotions have been made in the police force:—Sergeants M. O'Sullivan, Gordon and Watt to be third class inspectors; Sergeant Caygill, Davis, Floyd and Appleton to be Crown Sergeants; and Constables Ogg and Clark to be lance sergeants.

The lannoches of the Hanyang Ironworks have been noticed flying the French flag and those of the Pinghsiang Colliery the German flag. We (C. C. P.) do not know the full significance of this. It is evident that the foreigners who have lent money for Chinese Imperial undertakings are making efforts to secure their security.

Those who wish to keep in touch with friends in the Homeland could not do better than study the new set of local view Christmas cards issued by Messrs. Kelly & Walsh. They represent some of the beautiful moonlight effects seen in Hongkong, and as they are suitably inscribed in English and Chinese they constitute an ideal form of greeting to the folks at Home.

At the Marine Magistrate's Court yesterday Commander C. W. Beckwith, R.N., fined a junk master \$5 for mooring his boat within 100 yards of low water mark during prohibited hours. Two other fines of \$5 were imposed upon a boatman and boatwoman for lying alongside the Ping On Wharf in such a manner as to cause an obstruction to the Southern fairway.

At Mukden about ten o'clock on the 12th inst. flames were seen issuing from one of the buildings of the Government Technical School, and in a very short time the whole block used last Spring by the Plague Conference delegates was in a blaze. This consisted of four main buildings parallel to each other and connected, as regards three of them, by a broad passage way, while the fourth was originally detached, but was connected by a covered way, by which the delegates passed to the dining and drawing rooms and Conference Hall.

News reached Shanghai last week of the death in Singapore of Mr. R. P. Silby, of the Shanghai firm of Silby & Evans. Mr. Silby, who was only thirty-three years of age, was for many years in the employ of the well-known firm of Howarth, Erskine & Co., as civil engineer, and came to Shanghai about five years ago, the *N. C. Daily News* says, to supervise the erection of the Garden and Cheong Road bridges on behalf of his firm, for whom he secured many other contracts, and the most important being the erection at the new Shanghai Club. He left the firm of Howarth, Erskine & Co. a little more than three years ago and joined Mr. P. de T. Evans in October, 1908. During the current year he had twice visited Singapore in connection with law-suits, in both of which he proved successful. For several months he had been in a bad state of health, but when he left Shanghai a couple of months ago it was expected that the benefit he would receive from the change of climate would enable him to return thoroughly invigorated. He was of a kindly and genial disposition and had a large circle of friends, who join in extending heartfelt sympathy to his widow and two children, whom he leaves to mourn his loss.

### THE BORNEO SALT FISH INDUSTRY.

The following extract is made from the minutes of the North Borneo Chamber of Commerce:—

A letter from the Chinese Chamber of Commerce was read answering certain enquiries made by this Chamber, and the matter was thoroughly discussed. Some years ago Government allowed a rebate of 25 cents per picul on every picul of salt fish exported, but did away with this system some little time afterwards. The Committee was of opinion that the only way to induce Salt Fish Traders to expand their operations in this industry was for the Government to again allow this rebate and to fix it for at least three years. There appeared to be no doubt that the fish are not here in such large quantities as they were a year or two ago, and this fact, combined with other difficulties, compelled two of the fish drying firms to go bankrupt, and others had disposed of some of their fishing boats and appliances. Mr. Aston mentioned that in other parts of the world it was known that fish had diminished in quantity for a certain period and had then returned again. If the Government would allow this rebate once again it was thought it would prove a sufficiently strong inducement for traders to restart their business. It would appear that the Traders are thoroughly tired of the business, and those who continue in it only do so from force of circumstances. Anything less than substantial encouragement could not be expected to have the desired result.

### THE WRECKED "IXION"

The Blue Funnel Java Boat *Ixion*, which was burnt off the west coast of Sumatra in the early part of the month and abandoned, part of her crew being carried on to Colombo, has been sighted (17th) drifting, with the fire burnt out, twenty miles south of the Island of Krce, near the Sunda Straits. There is a Dutch gunboat in attendance.

## TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

### THE REVOLUTION. IMPERIALIST VICTORY.

SHANGHAI, October 30th.  
After considerable fighting to the west of the Race Course the Imperialists have entered Hankow. They are burning the town.

[THROUGH REUTER'S AGENCY.]

### REBELS DEMORALISED.

LONDON, October 30th.  
Reuter's correspondent at Peking wires that the rebels offered little resistance and abandoned their main position at Kilometre No. 10 with all their guns and camp equipment, retreating in an utterly demoralised manner.

Admiral Sah Chen Ping afterwards notified the foreign Consuls that it was his intention to bombard Wuhsang and Hanyang at three o'clock on Saturday afternoon. The Admiral requested foreign shipping to withdraw out of danger.

### UNCERTAIN SITUATION AT NANKING.

Reuter's Peking correspondent wires that the situation at Nanking is most uncertain. The new troops are fearing an attack and the old ones are clamouring for ammunition, which the Viceroy refused to give them, and when ordered to leave the city they objected.

Six thousand troops at Lanchow (Yunnan?) have refused to entrain for Hankow, and have memorialised the Government urging the immediate granting of a Constitution.

### THE FRANCO-BELGIAN LOAN.

The Franco-Belgian loan is one of six million sterling.

### RENEWED RAILWAY TROUBLE.

SPEECHES BY LABOUR LEADERS.

LONDON, October 30th.

A renewal of the railway trouble is threatening Great Britain.

Meetings of the men were held in many centres yesterday and resolutions were passed repudiating the Report of the Commission. Some of the meetings demanded an immediate strike.

Mr. Thomas, M.P., speaking at Crowe, said the wages concessions announced by the Companies proved the justice of the men's claims, but the men demanded full recognition of the Unions. Hundreds of meetings were held last week at which resolutions in favour of a strike were passed. There were, therefore, only two courses open—either a general strike, or the Railway Directors must meet the men's officials and discuss the Report of the Commission as a basis of settlement.

Mr. Ramsay MacDonald, M.P., speaking at Chester, said if Society, speaking through its Governments, will not compel the railway managers to discuss the grievances of the men properly, then let Society take the consequences. He appealed to the managers to cease playing nursery games and recognise the four big unions.

### DEATH OF MR. PULITZER.

LONDON, October 30th.  
The death is announced of Mr. Joseph Pulitzer, proprietor of the *New York World*.

### NEW CARDINALS.

LONDON, October 30th.  
His Holiness the Pope on November 27th creates seventeen cardinals, the list including the Most Rev. F. Bourne, Archbishop of Westminster; the Most Rev. J. M. Farley, Archbishop of New York; the Most Rev. O'Connell, Archbishop of Boston; and the Most Rev. Falconio, Archbishop of Washington.

[THROUGH REUTER'S AGENCY.]

### THE MEDITERRANEAN WAR.

LONDON, October 30th.  
Reuter's correspondent at Rome wires that the Turks twice attacked Banioliana Wells, Tripoli, on Saturday morning, and were repulsed.

### THE DENIAL.

Reuter's Cairo correspondent says it is authoritatively declared that Enver Bey never passed through Egypt.

### HEAVY CASUALTY LIST.

Italian official despatches estimate the enemy's total losses in the recent fighting at 2,000 killed and nearly 4,000 wounded.

### MARKING TIME.

Reuter's correspondent at Rome cables that all was quiet yesterday at Tripoli except for some skirmishes in the oasis. The Turks attacked Homs yesterday and were repulsed with heavy loss.

A message from Naples states that the Duchess of Aosta sailed for Tripoli on board a hospital ship.

920 deported Arabs have arrived at the island of Ustica and 595 at the island of Tremiti.

[FROM THE MANILA "CARLENEWS."]

### DEATH OF AN AMERICAN CONGRESSMAN.

WASHINGTON, October 23rd.  
Congressman Sydney E. Mudd, who has represented the Fifth Maryland congressional district for the past fourteen years in the House of Representatives, is dead.

### AMERICAN ARMY AND NAVY ESTIMATES.

WASHINGTON, October 25th.  
Secretary of the Navy Meyer has prepared his annual estimates for his department. Among other things he asks for an increase of 2,000 in the enlisted force of the Navy.

Secretary Stimson of the War Department has also asked for a substantial increase in the enlisted force of the army. Mr. Stimson's estimates are based upon those of his predecessor and take into account the reorganization plan outlined by the Chief of Staff some time ago.

### MR. HEARST RETURNS TO THE DEMOCRATIC PARTY.

WASHINGTON, October 21st.  
William Randolph Hearst, the well-known publisher of newspapers and political dilettante, declares that he is a Democrat again and desires to work with the organization. His papers, he announces, will support the candidacy of Speaker Champ Clark for the Democratic nomination.

WASHINGTON, October 23rd.  
The announcement of William Randolph Hearst that he would return to the Democratic Party and work with the old organization for the election of the next President has caused rejoicing in the ranks of the Democrats. Both Speaker Clark and Chairman Underwood have given publicity to statements in which they welcome the Independence League back to the Democratic fold.

### ITALY'S RED SEA LIGHTS.

The following telegram received by His Excellency the Governor from the Secretary of States for the Colonies is forwarded for the information of the public:—

"Government of Italy has ordered that Red Sea Lights which have been extinguished to be relighted."

### SALE OF KING EDWARD HOTEL.

Yesterday afternoon Messrs. Hughes & Hough, auctioneers, offered for sale by public auction the furniture, fixtures, fittings, assets and effects of the King Edward Hotel and the goodwill of the business, together with the benefit of certain leases of portions of Royal Buildings and Prince's Building. There was a large attendance at the sale, which started with a bid of \$25,000. By \$1,000 increases the sum of \$35,000 was reached, then bids of \$500 were made until the offer stood at \$37,000. At this stage the keenness wore off the competition, but the price steadily rose another \$3,100, and at the increased figure, \$40,100, the hotel was knocked down to Mr. Li Yan.

### NEW STAMPS FOR THE PHILIPPINES.

It is announced on authority of the Director of Posts at Manila that the 16 and 26 centavos of the current postage stamp series will shortly undergo a change, new designs for these denominations having been prepared and supplies printed, which will shortly be placed on sale. The existing stamps of these values bear portraits of General Sampson and Cabredo.

## CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

### RUDYARD KIPLING IN HONGKONG.

DEAR SIR,—The attached extract from your contemporary *The Sunday Weekly* makes it evident that Mr. Rudyard Kipling is now present in the Colony. His well-known democratic views can alone account for the use of the expression to which the *Sunday Weekly* takes exception. He alone of modern writers has put the matter clearly in his well-known verse:—  
"Judy O'Grady and the Officer's Lady  
Are sisters under their skins."  
Curiously enough, even the high authority of Mr. Kipling has not sufficed to make the expression "Officers' Ladies" acceptable in military circles.—I am, yours, etc.

### MILES.

(Extracts).  
We have come across the term "Officers' Ladies" again in one of the local dailies. We are aware of the term wife, mistress, etc., but an officer's lady is beyond our depth. Perhaps some military attaché will enlighten—our dullestness on the meaning of the term.  
Looking at the matter from whatever point, we can only come to the conclusion that it is only another piece of rank snobbery on the part of the military. What higher title a woman may aspire to than wife, we know not, but the term lady is open to so many constructions that we fear it carries very little conviction with it. As a title we can understand it, but otherwise it is simply snobbery in its essence.

### ARRIVAL OF REFUGEES BY RAILWAY.

That panic prevails in Canton is demonstrated by the fact that the trains from that city are overcrowded. During the last few days the arrivals from Canton have been exceedingly numerous, and it is computed that on an average each incoming train brings over 1,000 passengers. On Sunday in consequence of the sensational rumours bruited abroad as to what had happened in the City of Rams large crowds awaited the arrival of the trains in order to greet friends and to obtain the latest news. Every available seat in the trains was occupied. First-class passengers had to be satisfied with accommodation in third-class compartments, and those who had secured places in first-class compartments had to tolerate crowds of coolies being thrust into the same carriages. The discomfort was general. Dainty Chinese ladies had to be satisfied with places on the floor of the compartments. Seats were unobtainable. Children were heard crying, women weeping, and many were train-sick, with the result that very unedifying sights were witnessed. Still, as is usual with a Chinese crowd the majority seemed fairly good-humoured and made the most of the conditions. Similar scenes were witnessed yesterday, when over a thousand passengers came down by the morning train. There was a falling off at night, only about 400 passengers being carried. To see the thousands crowding into Hongkong daily both by rail and river steamer it would seem as if the accommodation of the city would soon be overtaxed, but apparently Hongkong is able to furnish a haven for many more yet. Curiously enough, the steamers to Canton are all well patronised.

### EVENTS AT CANTON.

Many alarming rumours were current in the Colony yesterday respecting the situation at Canton, but up to the time of going to press they were unconfirmed. Chinese firms here were telegraphically informed that several times had occurred in the city, apparently of an incendiary nature, and it was also stated that a disturbance had occurred in the city during the afternoon.

On Sunday a meeting took place at the Man Lan College to discuss the question of the independence of Kwangtung. Suddenly a number of men, over 100, arrived at the College. They carried a large flag of white cloth measuring six feet in length and inscribed with Chinese characters "The Independence of Kwangtung." This flag was planted at the entrance to the hall, and after a long string of crackers had been fired a shout of "Hurrah for the flag" was raised. After this the gathering, which numbered several thousand people, dispersed. The Viceroy on hearing of this issued an order forbidding the people to hoist such flags and threatening to punish those who disobeyed the order.

### OFFICIAL APPOINTMENTS.

MR. BEWIN TO ACT AS COLONIAL SECRETARY.

A Government Gazette Extraordinary was issued yesterday in which His Excellency the Governor announced with deepest regret the sudden death on Saturday, the 23rd instant, from heart disease, of the Honourable Mr. Warren Delabore Barnes, Colonial Secretary.

It contained also the following notifications:—  
His Excellency the Governor has been pleased to appoint the Hon. Mr. A. W. Brown, C.M.G., to act as Colonial Secretary; Mr. E. R. Hallifax to act as Registrar-General and to be an Official Member of the Legislative Council provisionally and subject to His Majesty's pleasure; Mr. P. P. J. Wedhouse to act as Deputy Superintendent of Police, and Mr. T. H. King to act as Assistant Superintendent of Police, with effect from 30th October.

His Excellency the Governor has been pleased to appoint Mr. P. P. J. Wedhouse to act as Assistant Superintendent, Victoria Gaol, in addition to his other duties, during the absence on leave of Mr. Robert Henry Arthur Craig, or until further notice, with effect from the 25th instant.

### NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.  
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Judas: A.B.C. 5th Ed. Lister.  
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## BIRTHS.

On October 24th, at Shanghai, to Mr. and Mrs. C. J. BUTSON, a daughter, Margaret.

On October 25th, at Shanghai, to Mr. and Mrs. P. KOHLSCHEIDT, a daughter.

## MARRIAGES.

On October 25th, at Shanghai, JOHN MATTHEWS MCCREE, Secretary, Shanghai Municipal Council, to FLORENCE ANNIE, younger daughter of Mr. and Mrs. W. A. CATTLE, formerly of Tientsin.

On October 25th, at Shanghai, LILIAN, fourth daughter of the late W. A. RAPER, M.D., of Shoburness, to ALFRED LIEWELLYN, youngest son of the late W. F. TAYLER, solicitor, of Grayeend and London.

## DEATHS.

On September 27th, at Kilmalcolm, Scotland, Capt. JOHN MCCORMICK, late of Shanghai.

On October 16th, at Mongtsa, Yunnan Province, JAMES BATH PILLOW.

On October 25th, at Shanghai, CROCKET GRACE, the dearly loved twin daughter of Capt. and Mrs. WATLL, age one year and four months.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 31st, 1911.

It has been fairly evident from the arrangements Italy has made for the military occupation of Tripoli that she did not expect it to prove an easy achievement, and the latest news from Tripoli clearly points to a stubborn resistance. Only one serious engagement has yet taken place, and though in that the Italians were victorious, the Turks and Arabs are reported to have well-planned the attack on Tripoli and to have executed it vigorously and gallantly, being repulsed only after prolonged and severe fighting. The latest estimate of the defensive force behind Tripoli is 60,000, and as the Italian force in Tripoli does not appear to exceed 25,000, the statement that there will be no Italian advance until a further



## THE "CLAYTONIZING" OF SHIPS.

TRANSFER OF GOODS BY RAT-FREE LIGHTERS.

The following correspondence has been forwarded to us by the Chamber of Commerce for publication:

Colonial Secretary's Office,  
Hongkong, 7th September, 1911.

SIR, I am directed to forward for the consideration of your Committee the enclosed copy of a letter from the Consul-General for the Netherlands dated the 26th of last July together with copies of minutes dated the 26th idem and the last ultimo by the Medical Officer of Health and the Health Officer of Port, respectively, and I am to inquire whether you can give this Government an approximate estimate of the number of vessels which would have to be "claytonized" to meet the requirements of the Philippines and Netherlands-India Governments. His Excellency the Governor would also be glad to learn what are the views of your Committee on the subject of requiring transference of goods to be made by rat-free lighters. I am, Sir, Your obedient servant,

(Sgd.) WARREN BARNES,  
Colonial Secretary.

The Chairman,

Hongkong General Chamber of Commerce.  
(Copy.)

Hongkong, 26th July, 1911.

SIR, The Netherlands-India Quarantine Ordinance of 1901 provides that plague-free ships not having on board any traceable signs of plague and neither an extraordinary mortality among rats, having left less than 21 days before a plague-infected port, shall only be admitted to 1st class Netherlands-India ports. If certain conditions are, however, fulfilled, they may enter also 2nd class ports.

In order now to be in a position to consider whether the favour of admitting the above ships in a 2nd class port might be granted in certain cases, the Chief Inspector of the Netherlands-India Civil Sanitary Department should like to know if there exists in the Port of Hongkong an installation for the claytonizing of ships, and, if so, whether there is a possibility to load those claytonized ships from lighters, in which all the rats have been destroyed, so that there is no danger of the entry of rats from ashore into those ships taking in cargo.

I have now been requested to inform the Sanitary Department at Batavia, whether it is possible in Hongkong to realize the preceding sanitary measures, and if so whether in such concerned case and on application by the interested shipping the Hongkong Sanitary Department would be willing to grant a certificate, that the above sanitary conditions have been fulfilled. On presentation of this certificate there is a possibility for a more liberal treatment in the Netherlands-India for ships coming from plague-infected ports, as Hongkong is.

You will oblige me very much if you would enable me to give an answer to the preceding questions put to me by the sanitary authorities of Batavia. I have, &c., &c.

(Sgd.) DE RUY,  
Consul-General.

(From the Medical Office of Health.)

The Government of Hongkong have an arrangement with the Disinfecting Bureau for the use of their Clayton machine on payment for the disinfection of plague-infected ships.

The Medical Officer of the United States Marine Hospital Service informs me that the American Government in Manila contemplates requiring goods to be transferred by rat-free lighters when consigned to the Philippines from plague-infected ports, so that there is evidently a strong tendency for plague-free ports to impose such a condition, and it would be advisable therefore for the Hongkong Authorities to make arrangements for realising this sanitary precaution, so that the Health Officer of the Port may be in a position to grant the required certificate in those cases in which it is deemed necessary.

(Sgd.) FRANCIS CLARK,  
Medical Officer of Health.

To the Hon. Colonial Secretary.

I think this matter had better be referred to the Hon. P.C.M.O. as he controls the Health Officers of the Port.

(Sgd.) E. D. C. WOLFE,  
Head of the Sanitary Department.

Minutes of 1st August, 1911, by the Health Officer of Port, Hongkong.

In the first place I doubt very much whether the transference of cargo, destined for the Philippines, into rat-free lighters is wholly practicable, and for this reason. A large amount, probably nine-tenths, of the cargo so transferred goes into Chinese cargo boats and not into lighters in the ordinary sense. By this term lighter I mean the proper European design boats which can be completely covered over. Such lighters alone can be properly made rat-free, and it is obvious that it is impossible to do so with the ordinary open-Chinese cargo boat, as they cannot be made air tight. Under the circumstances, the only way to carry out the plan desired by the Manila Authorities would be to approach the shippers and merchants in this Colony pointing out the advantages which would accrue if they adopted the system of using only proper lighters after they had been made rat-free. A letter to the Chamber of Commerce would be the best means of ascertaining this. Unless they come in with the scheme of course it cannot be done, or unless the Manila Government were to pass a law that unless cargo was borne right through from the shippers to its destination on rat-free lighters and vessels it would not be admitted to Manila. Such a course would of course simplify matters, and the merchants would have to

conform to the laws. Assuming that the merchants are agreeable to do this, the rest of the matter is quite simple enough. The Clayton 502 apparatus is still in the Colony, and would be available to go alongside a ship for disinfection. The agreement with the Fumigating and Disinfecting Bureau still holds good for this purpose; the charge being \$200 per ship. As to the fumigating of lighters, I have ascertained from the above Company that they are prepared to undertake this at the rate of \$75 each for the largest size lighters, with a reduced sliding scale for smaller ones, and special terms when a number of lighters are fumigated in one day. When lighters are to be fumigated it would be necessary for these to be moored alongside the Company's barge at Causeway Bay.

Hongkong General Chamber of Commerce,  
9th October, 1911.

SIR, I am now directed to reply to your letter of the 7th September, 1911 (No. 4125/11), with enclosures enquiring whether my Committee could give the approximate number of vessels which would have to be "claytonized" to meet the requirements of the Philippines and Netherlands-India Governments; and also requesting their views on the subject of the transference of goods by rat-free lighters.

With regard to the first question, my Committee would refer the Government to the Chamber's Reports for 1902 and 1904, where the objections to the "claytonizing" of ships with cargo on board are fully dealt with.

In regard to the transference of goods by rat-free lighters, my Committee consider that with the present class of lighters in use in the Colony this is an absolute impossibility.

As is well known, all the so-called lighters are in reality Chinese cargo boats, and there are practically no lighters, in the proper sense of the word; outside the few owned by private companies.

It is obviously impossible to make these cargo boats rat-free, as they are constantly alongside jetties, river and coasting steamers and other craft, receiving and discharging goods. Rats may therefore come on board at any moment or be concealed in many classes of cargo without anyone being aware of their presence. It will thus be seen that the value of a fumigation may be rendered nugatory even a few hours after it had been effected.

In the above circumstances, the question naturally arises as to the period for which a rat-free certificate will hold good, and as to whether the cargo boat holding the certificate is really rat-free at any time during such period. To relieve this uncertainty frequent fumigation will have to be made, and the expense of doing this would be more than Chinese shippers and cargo boat owners could or would be willing to submit to.

Further, a large proportion of the trade to the Philippines and the Netherlands-India is in rice, fresh goods, &c., which cannot well be handled in fumigated lighters.

In conclusion, my Committee are of the opinion that if the American Government were to pass such a law as is suggested in the Health Officer's report, and which no doubt the U.S. Medical Officer at this port would like to see adopted, the local trade to the Philippines would be seriously hampered, if not stopped altogether.

For the same reasons set forth above, my Committee consider that the proposal contained in the communication of the Consul-General for the Netherlands is unworkable. I am, &c.

(Sgd.) E. A. M. WILLIAMS,  
Secretary.

Mr. Henry Keswick.

The Chairman,  
Hongkong General Chamber of Commerce,  
Hongkong.

The following correspondence is forwarded by the Chamber of Commerce:

London, E.C. 1st August, 1911.

DEAR SIR, It is with much regret that I have to inform you that as I am not returning to Hongkong I have to resign my seat on your Committee.

Since Mr. Bonnar and I have been Home we have attended an inaugural meeting of the British Imperial Council of Commerce, at which it was decided that a British Imperial Council of Commerce be formed to deal with all matters of interest to British merchants throughout the Empire. To this decision we gave our support on behalf of your Chamber, and we feel that we thus met your wishes. I understand that the London Chamber of Commerce is addressing you direct thereon.

It only remains for me to say that while regretting my active severance from affairs in Hongkong and China, I am entirely at the service of yourself and your Committee should you perchance require anything of me which I in this country can do to assist the general welfare of your Chamber. I am, &c.

(Sgd.) HENRY KESWICK,  
Hongkong Chamber of Commerce,  
Hongkong, 27th September, 1911.

Henry Keswick, Esq.,  
Messrs. Matheson & Co., Ltd.,  
London.

DEAR SIR, My Committee learn with much regret from your letter of the 1st August last that as you are not returning to Hongkong, you must resign your seat on the Committee.

My Committee note that you, together with Mr. Bonnar, attended the inaugural meeting of the British Imperial Council of Commerce. I would ask you to accept my Committee's thanks for acting as the Chamber's Delegate.

In conclusion, my Committee very much appreciate the kind sentiments contained in the last paragraph of your letter, and should occasion arise they will avail themselves of your services, which when you were associated with them you were always so willing to render. I am, &c.

(Sgd.) E. A. M. WILLIAMS,  
Secretary.

## PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

Paris, October 6.

ITALY AND TURKEY.

Though Tripoli has fallen into the hands of the Italians, there are no signs that the Italo-Turkish war will be brought to a close. The belief was entertained in France at one time that the conflict would be of but short duration, and that as soon as the Italians had succeeded in becoming masters of Tripoli, peace would be concluded. That belief is no longer entertained; the present one-sided war, which is severely condemned in France, looks like plunging the whole of Europe into war. Is Italy bent upon the total destruction of the once powerful Ottoman Empire? Her movements are scarcely itself, and it is very little that is allowed to transpire. So long as Italy confines her operations to Northern Africa—where she will find plenty to do, especially as soon as she moves inland from the coast—Europe has nothing much to fear. Unfortunately, her operations denote that she is attacking European as well as Asiatic Turkey. This has all along been France's great fear; the present uproar in the Balkan States shows that serious trouble is anticipated, and that Southern Europe intends to be fully ready for all emergency. France, Great Britain and Germany are quite prepared to make united efforts to ward off this grave danger, and to localise the struggle. The French Press with few exceptions is anything but sympathetic towards Italy whose action is strongly criticised. *Le Petit Parisien*, on the other hand, declares that the responsibility for the outbreak of war lies with Turkey, who has rendered it inevitable for three years by its incessant provocation. *La Libre Parole* also approves of Italy's attitude, which will replace the Islamic Power by a Latin nation, "which will," it adds, "restore order in the countries bordering on our Tunis." *La Lanterne* is of further opinion that the real responsibility lies with the German Government, and says: "The Agadir incident determined everything." The Turks and Arabs, if they choose, can make things very unpleasant for both Great Britain and France in various parts of the world, especially as these two nations declined to interfere.

The safety of Europe at the present moment depends upon the ability of France, Great Britain and Germany being able to localise the struggle. All anxious eyes are naturally turned towards that gun-powder barrel—the Balkans and the Adriatic coast. If the latter can be prevailed upon to revolt, not to seek revenge at such a critical time as this, the world's peace will not be entirely jeopardised. The sinister story about Italy supplying arms to Montenegro is quite sufficient to set Austria in motion, and others, too. Let everything for settling a limit to the conflagration be done. The purpose may or may not be finally attained by the machinery of The Hague Conference, but this ought not to be allowed to rest. One can hardly expect Italy after all the preparations she has made for war, agreeing to an immediate peace with Turkey. Her prestige would not allow of such a step being taken; now that she has started to have her revenge on Turkey she will continue to chastise her to the bitter end regardless of cost or circumstances. There is such a thing, however, as choosing a propitious moment for going to war. Apart from the fact that Turkey was anything but prepared for the conflict, nothing could have been more ill-timed for the rest of the Powers, who have been put to considerable inconvenience by the Italo-Turkish war. Surely Italy in her hot haste to startle the world must have been aware that very little was required at the time to upset the international equilibrium. By springing such a conflict at such a time as this she did not play the part of a good European.

Many Frenchmen are of opinion that Italy, though Germany's ally, has undertaken a much bigger task than she can accomplish—at least single-handed. By landing an expedition in Tripoli she has undertaken a vast responsibility to Europe. There is no telling from one hour to another, now that war has broken out, when the Balkan States may throw in their lot. Nothing but the signal defeat of Italy—an impossible event can save the Turkish Government. It has now become the duty of all the Powers, if only to avert material losses, to prevent a European conflagration, and this can only be attained by the solidarity of all the nations. Germany will do her utmost strictly to limit the conflict that has broken out. Russia has no inclination to see a general conflagration; not having herself recovered yet from her Japanese thrashing, France has shown in the Moroccan affair that she is opposed to warlike complications, while England, who has millions of Mussulman subjects, will certainly endeavour to reduce the consequences of this brutal war. Turkish politics just now leave much to be desired, and this has only aggravated the situation. The French would not be surprised to see Turkey recouping herself for the loss of Tripoli by the acquisition of Thessaly, though she promised not to molest her weaker neighbour, Greece. For years Italy has been yearning for Tripoli, which she has now succeeded in obtaining as her share of the North African sea coast. France is in Morocco, England is in Egypt. Italy's move in Tripoli will have its consequences wherever Moslem and Christians are in contact. The present regrettable war is alike bad business for Europe and for European influence throughout the East. The late Mr. Gladstone was quite right when in 1861 he remarked that Italy's difficulties were Europe's danger. Italy will be well advised to display the greatest tact and caution when waging war on European Turkey. For the whole of Europe this is a most vital question.

## NOVEL ADVERTISING.

The enterprising purveyors who utilised the pyramids of Egypt for purposes of advertisement have found emulators in Paris, where—so it is said—there is a scheme for educating parrots to proclaim the merits of particular wares. Instruction is to be provided by means of a gramophone, which is to grind out at the same words over and over again within the hearing of the parrots, which are then to be distributed to the shops. The idea is ingenious, and the man who conceived it ought to be able to make money somehow, but it is by no means so certain that the scheme will work. At first, no doubt, the novelty of the proceeding would draw people to the shops, but when the parrots ceased to be an attraction it might occur to the retailer that the care of a parrot involves some trouble and expenditure, and that there was no sufficient reason why they should advertise the goods of one manufacturer to the detriment of another without something of the nature of reciprocity being extended to them. Thus we are brought back to the well-established rule, that advertising cannot be done for nothing, and that the most brilliant schemes which seem to afford promise are occasionally doomed to disappointment.

## THE "LIBERTÉ."

Was the blowing up of the *Liberté* due to foul play? There is a curious and somewhat startling report to that effect in circulation at the present moment in Toulon. Two sailors have come forward since the disaster prepared to appear before the Commission of Inquiry, and to state that an hour before the explosion actually took place they saw two men put off from the ship in a small rowing boat and who appeared in a great hurry. A further story, which seems to corroborate the above declaration, states that the son of a senior officer, who rushed on to the quay immediately after the explosion, found two men just disembarking from a small boat, in which they had come from the *Liberté*; they would not have been able to reach land unless they had started some time before the explosion. Another story declares that the two men were bathing in the water beside the *Liberté*, and were taken on board a rowing boat by two more men who were pretending to fish, although they had neither lines nor nets! All these stories look rather suspicious and would seem to point to foul play. The Commission of Inquiry will soon be able to tell us whether this is true or whether it is merely a hoax.

Very impressive and solemn was the funeral of 185 of the victims of the *Liberté*, which took place last Tuesday at Toulon, in the presence of President Fallières, members of the Cabinet, and other State officials. The wreaths were most beautiful. The English cruiser *Essex*, flying the flag of Vice-Admiral Poë, the commander-in-chief of the Mediterranean Squadron, arrived at Toulon on the previous day bringing the condolences of England. The staff and crew of the *Essex* attended the funeral, and contributed a splendid wreath, together with another from the British Navy. The inhabitants of Toulon were profoundly touched by this mark of sympathy on the part of England, and the English sailors, who were most cordially received. Just as the funeral procession of the *Liberté* victims, who were conveyed on gun-carriages wrapped in an immense tricolour, arrived at the Arsenal, a terrible panic was produced by pickpockets, and a cry of "A bomb" was raised, which scattered thousands of people in every direction. Several persons were injured, though none of them seriously. The English sailors went to the aid of the women and children, and managed to save many from being trampled upon in the crowd. When the British tars went back to their places in the procession they were loudly cheered. In the panic that ensued President Fallières was for a moment left entirely alone on the pavement. He never lost his presence of mind, but shouted to the crowd that there was no danger and to remain calm. The panic was caused by the fall of a ladder on which some spectators had been standing.

## THE GERMAN COLONIAL OFFICE.

The post of Under-Secretary of State in the Imperial Colonial Office, recently occupied by the late Dr. Boehmer, whose death was reported on September 25, has been filled by the appointment of Dr. Conze, formerly Director in the same office. Dr. Conze entered the Colonial Office in 1900 and became Director in the following year. In 1909 he made a tour of several months' duration through the German and British Possessions in South Africa.

## THE SIBERIAN RAILWAY.

## THE WINTER SCHEDULE.

On and after October 28th the winter schedule of the trans-Siberian tri-weekly express trains will be in force. Arrangements have been made that the date of departure from Vladivostok and Harbin will be the same as the summer schedule, and no changes will be effected except in the hour of departure, this being changed to 2.30 p.m. instead of 1.20 p.m. The dates of departure from and arrival at Moscow will be the same as heretofore.

## FIRST CHINAMAN TO CLIMB MONT BLANC.

A Geneva telegram dated October 4th says: Mr. E. Lui has the honour of being the first Chinaman to climb Mont Blanc, a feat he accomplished without much training, though he was greatly fatigued on his return to Chamonix. He discarded his national costume for a Norfolk suit and heavy boots before starting, and was accompanied by an English climber, Mr. B. Boz, the guide Coustet, and the porter Duozet. The summit was reached in fine weather, and the Chinese alpinist was greatly impressed by the magnificent view. It is the first time that Mr. Lui has walked on snow and ice, and he was delighted with his experience in the mountains.

## NATIVE BANK ORDERS.

The N.C. Daily News of the 27th inst. in a leading article says:—

It is not surprising that the evidence in the Mixed Court on Wednesday afternoon in connection with the case of *J. A. Wattie v. Pao Kong* and others, should have caused something of a sensation among the business community. With the merits of the case at large this is not the time for us to deal, while the matter remains *sub judice*. But as regards the particular status and worth of native bank orders, we have a clear issue, in which it is necessary, without delay, to nail any possible misunderstanding to the counter. Briefly expressed it is as follows: that according to the evidence of Mr. H. E. R. Hunter, supported by the practice of immemorial years, a native bank order is an unconditional promise, by the bank which issues it, to pay. No case of an order having any kind of condition attached to it has ever come under Mr. Hunter's notice, and in any case, to quote the witness's own words, "no foreigner would accept a bank order if he thought there was any possibility of the order's only being paid under certain conditions... unless the bank order were perfectly clean, no bank would touch it." That, of course, is no more than the principle on which business has always been conducted not only in Shanghai, but throughout all China ports. Now comes the representative of the Bankers' Guild, who virtually denies the whole position as set forth above. "On the face of it," he admits, "a bank order is a negotiable instrument and must be paid on demand." But he maintains that conditions may be and are attached; that the freedom to treat an order as an unconditional promise to pay depends upon circumstances; and when pressed for a direct answer of yes or no, the witness would appear to have become evasive to the point of refusing to reply.

Now, setting aside all question of the operation of certain laws and regulations, such as the Magistrate pointed out, and nothing to do with the present case, there was a medium of justice in the evidence given for the Bankers' Guild, which, however, does not save it from being utterly misleading and inaccurate. Instances might arise, have indeed arisen, in which a purchaser, having caused real or imaginary to be dissatisfied with his purchase, would ask the bank to stop the order with which he had paid the seller. But the remedy would certainly not be, as was asserted in the Mixed Court, for the holder of the order "to return it to the person from whom he got it." Before the original cause of dissatisfaction was realized or made known the order might have passed through several different hands. Even supposing that the person on whose behalf it was issued should not be induced to withdraw his application to the bank for its stoppage, the liability of the bank itself remains unaltered. What may be done, as between native banks, to attach conditions to any bank order we do not know, nor need we care in view of the fact that no conditional order would be looked at by foreign banks or merchants. So long as the order is clean, it is treated as being "as good as hard silver," and the guild's witness was convicted out of his own mouth when he said that bank orders were known as "golden butterflies," because they could "fly all over China." The conclusion is that the evidence given in behalf of the guild was deliberately untrue—a clever piece of evasion, which by means of raising a false truth should obscure the real issues of the case. We cannot believe that the guild seriously intends to abide by this attitude. To do so would simply mean the cessation of all business in native orders for the future, and for the present the very serious possibility of the repudiation of all bank orders now outstanding. On the other hand, there is a suspicion that it might be convenient, in the special circumstances of the case, to put forward a man of straw who would be willing to give evidence in a manner that no responsible member of the guild would dare to emulate. Against such conduct no doubt the Court will be able to protect itself. In the long run we are convinced that the President of the Bankers' Guild, whose failure to attend at the first summons was severely commented upon, will tell a different story from that of his subordinate. To do otherwise would be fatal, not only to foreign, but to Chinese business.

## LAWYER'S OFFICE BESEIGED AT SHANGHAI.

In the early hours of last Thursday there was considerable excitement in the vicinity of the Ningpo and Kiangse Roads, Shanghai, the *Mercury* says, the cause being the attempted boarding up of the doors of Mr. G. D. Musso's law offices at No. 43, Kiangse Road, by Messrs. Bell Brothers, of the Shanghai Building Co., assisted by a number of Sikhs, Chinese and foreigners, one of whom is alleged to be connected with the U.S. collier *Pompey*. The whole trouble, it is said, commenced in the latter part of last year, when Mr. Musso sued Father Garces for criminal libel. This Chin Land and Finance Company sued Mr. Musso in the Italian Court for rent, which he refused to pay owing to alleged breach of contract. Mr. Musso filed a counter claim for Rs. 152,000 against the Land and Finance Co., agents for Father Garces, on the ground that previous to the suit being commenced the Land Company had put a bailiff in possession. Mr. Musso, it is said, was awarded judgment for Rs. 152,000. Matters went on until a few days ago, when Mr. Musso on returning to his offices found that the doors and windows had been fastened with iron bars. He then with the help of friends removed the bars and gained entrance to the offices. A stock of provisions was laid in and the guards of the office consisting of Mr. Musso and several friends kept watch all night expecting an attack. About 3.40 a.m. a telephone message was received at the Central Station from Mr. Musso asking for police assistance as a number of foreigners and about 25 Sikhs and 16 Chinese were barricading his doors and windows. Sub-Inspector Morey and Sergeant Moore, along with several police, hurried to the scene and here found the Bell Brothers and several foreigners and a large party of Sikhs and Chinese boarding up the doors and windows. At the same time Mr. Musso and several foreigners armed with revolvers and iron bars burst upon the doors from the inside and threatened the invaders that if they did not desist from their attempts to board up the entrances, fire would be opened on them. The police persuaded the belligerents to lower their arms and disperse and left several police on guard to see that nothing further was done. Any thing removed from the offices until the question of the judgment and the payment of the rent is settled. Later Mr. Musso saw the authorities, as a result of which some of the invading party were arrested. During this forenoon two attempts were made to tear away the stair cases from underneath. A number of the Indians who took part in the affair were subsequently arrested, and shortly before three o'clock in the afternoon the party, numbering about half a dozen in all, were brought up at the British Police Court. Inspector Lynch and Sub-Inspector Morey were in charge of the case, but the details were not entered into. Mr. G. W. King remanding the case until 10 a.m. on Friday.

## INTIMATIONS

## 'CUTICURA OINTMENT' A SKIN-HEALER

Writes One Skin-Sufferer. 'I Wish to Bear Testimony to the Wonders of Cuticura Remedies! I have Tried All Kinds of Remedies, but to No Purpose. Cuticura Remedies Cured Them.'

"I had been a sufferer from dry eczema on my hands for four or five years. They used to crack and bleed, and were very sore. At times they used to itch very much. I tried all kinds of remedies, and received no benefit. At last I saw the advertisement of Cuticura Remedies and purchased some Cuticura Soap and Ointment, and this for the blood. I am very pleased to say the first application gave me relief, and one box of Cuticura Ointment cured it. I now use the Soap regularly and the Ointment for other purposes when required, as I think it is a splendid skin-healer." (Signed) Mrs. J. W. Pickstone, 302, Strand Lane, Chapel Hill, Radcliffe, Lancs, Eng., Nov. 1, 1909.

"I wish to bear testimony to the wonders of Cuticura Remedies. I had an attack of eczema on the back of my right hand which lasted three years. It came in the form of small blisters which would weep for a few days, and then dry up and peel off. After this, the blisters would again appear. I have since nearly every ointment, pill and soap I tried, but to no purpose. When I saw the advertisement for Cuticura Remedies I decided to give them a trial. I got a little Cuticura Ointment, and with another box I purchased (half of which I used) cured it." (Signed) Fred Bole, 14, Farm Rd., Sparkbrook, Birmingham, Eng., Jan. 24, 1910.

Cuticura is the most economical treatment for the skin, eczema, hair and face. A tablet of Cuticura Soap and a box of Cuticura Ointment are often sufficient. Sold throughout the world. Deposits: London, 27, Charterhouse St.; Paris, 16, Rue de la Chaussée d'Antin; Australia, R. Town & Co., Sydney; India, R. C. Paul, Calcutta; S. Africa, Legon, Ltd., Cape Town, etc. U.S.A., Foster Drug Co., N.Y. Corp., Sole From, Boston. 50¢ Post-free, 32-50 page Cuticura Book on the skin.

Chas. J. Gaupp  
& Co.

Have Just Received, a New  
Selection of Goods from

MAPPIN & WEBB,

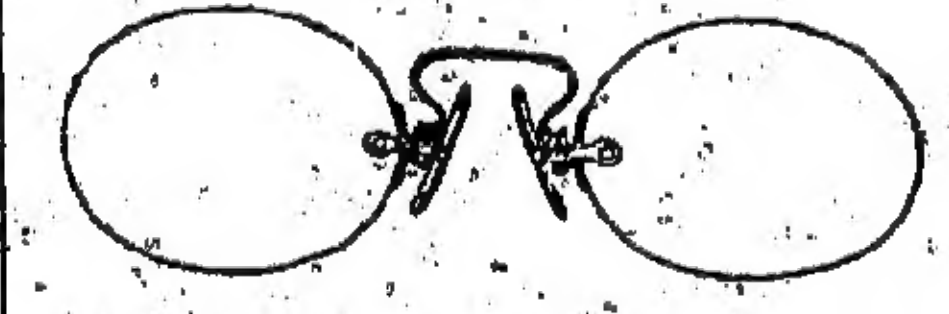
LONDON,

Comprising:—

SILVER CUPS,  
PRESENTATION PLATE,  
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&c., &c.

PRINCES PLATE,  
TABLE WARE,  
CUTLERY,  
FISH KNIVES and FORKS,  
DRESSING CASES with  
SILVER FITTINGS,  
LEATHER HAND-BAGS,  
and WALLET  
RAZORS.

256



PINCE NEZ and  
SPECTACLES

Accurately Fitted to Each  
Individual's Face.  
Our Stock is Complete, Assortment  
Varied, in all Metals.

Lenses Ground on the Premises.

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LONDON, W.C.2



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.G. 1th Ed-Liebert's.

## NEW ADVERTISEMENTS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

## NOTICE.

A FINAL DIVIDEND of One Shilling per Share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent. for the year ending 28th February, 1911. COUPON No. 17 is Payable on the 2nd November, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the RUSSO-ASIATIC BANK at Tientsin and Shanghai, Hongkong, 31st October, 1911. [1314]

THEATRE ROYAL. CITY HALL.

## GRAND ORCHESTRAL AND VOCAL CONCERT

UNDER the Patronage of H.E. THE GOVERNOR and LADY LUGARD and H.E. GENERAL and MRS. ANDERSON. ON SATURDAY, NOVEMBER 11th, 1911, AT 9.15 P.M.

BY THE MILITARY AND STRING BAND OF 1st BAT. K.O.Y.L.I.

The following Ladies and Gentlemen have kindly consented to appear: MRS. GORDON, MR. DENMAN FULLER, DR. & MRS. SCHOFIELD, MR. H.L. JONES. PRICES \$3, \$2, \$1 and 50 cents.

Booking at MOUTRIE'S. Hongkong, 31st October, 1911. [1315]

HARBOUR MASTER'S OFFICE, MACAO.

## NOTICE.

THE GOVERNMENT OF MACAO, through the Harbour Office, hereby announces that, for the space of 10 days from the publication of this Notice in the Government Gazette, it will receive Tenders for the purchase of two Motor Bats for use in the Macao Harbour.

Tenders should be forwarded in sealed covers, addressed to the Harbour Master, up to the aforementioned date, in conformity with the terms and conditions which may be seen in the Macao Harbour Office and in the Portuguese Consulate, Hongkong.

ALBERTO THEOPHILLO RIBEIRO, Acting Harbour Master, &c. Harbour Master's Office, Macao, 29th October, 1911. [1313]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

"ARRATON APCAR," Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 2nd Nov., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Hongkong, 31st October, 1911. [1509]

FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

"JAPAN," Captain E. P. Smith, will be despatched for the above Ports on THURSDAY, the 2nd Nov., at 3 P.M.

The Steamship has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 20 Days).

The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fares for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents, Hongkong, 31st October, 1911. [1310]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', HULL, LONDON AND SINGAPORE.

## THE Steamship

"GLENSTRAR," Captain J. McGillivray, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 6th Nov., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Nov. will be subject to rent.

## NEW ADVERTISEMENTS

## MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR and LADY LUGARD.

A BAZAAR and FANCY FETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, TO-DAY (TUESDAY), 31st October, from 2.30 to 7 P.M. MANY NOVELTIES - SUITABLE FOR CHRISTMAS PRESENTS.

3.45 P.M. - Children's Variety Entertainment. 5.30 P.M. - Auction.

6.15 P.M. - Variety Entertainment.

If wet the Bazaar will be held in the Volunteer Head-Quarters.

Proceeds to be divided amongst various local charities for Children and the Hongkong Cot in the M.C.L. Home at Ottershaw, Surrey.

NO CHITS TAKEN. Hongkong, 31st October, 1911. [1312]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

## THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD., Agents, Hongkong, 30th October, 1911. [1309]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 P.M. of the 1st Nov. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD., Agents, Hongkong, 30th October, 1911. [1310]

NOTICE.

THE Partnership hitherto existing between us, the Undersigned, as Solicitors under the name of D'ALMADA & CASTRO, has been dissolved as from this date.

M. F. X. D'ALMADA & CASTRO will from this date carry on Business at 33, Queen's Road Central, and M. CROWTHER SMITH at Old Treasury Buildings, Pedder Street.

F. X. D'ALMADA & CASTRO, CROWTHER SMITH, Dated the 25th October, 1911. [1291]

NOTICE.

THE above HOTEL will be OPENED on the 1st November, 1911, for the reception of guests. The Public are cordially invited to inspect the Building between the hours of 4 and 6 P.M. on that day, when Refreshments will be provided.

Hongkong, 30th October, 1911. [1307]

ROYAL GEORGE HOTEL, Corner of Hankow and Hapshing Roads, KOWLOON, HONGKONG.

THE above HOTEL will be OPENED on the 1st November, 1911, for the reception of guests. The Public are cordially invited to inspect the Building between the hours of 4 and 6 P.M. on that day, when Refreshments will be provided.

Hongkong, 30th October, 1911. [1307]

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Hongkong, 30th October, 1911. [1307]

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THE above HOTEL will be OPENED on the 1st November, 1911, for the reception of guests. The Public are cordially invited to inspect the Building between the hours of 4 and 6 P.M. on that day, when Refreshments will be provided.

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## INTIMATIONS

## LANE, CRAWFORD &amp; CO.,

(TELEPHONE 97.)

## Evening Dress

DRESS SUITS DINNER SUITS (SILK LINED) FROM \$70.00 (SILK LINED) FROM \$65.00

## DRESS SHIRTS

\$3.50 each, 6 for \$19.50. \$5.00 each, 6 for \$27.50.

The "LANFORD" Collar.

NEWEST STYLE FOR EVENING WEAR

in  $\frac{1}{4}$  sizes.

## WHITE KID GLOVES

\$1.50 per pair.

## WHITE DRESS WAISTCOATS.

READY-MADE OR MADE TO ORDER.

## SILK and SPUN SILK SOCKS

\$1.75 to \$5.00 per pair.

## PATENT PUMPS and SHOES.

## LANE, CRAWFORD &amp; CO.

(1088)

## FOR SALE

## FOR SALE.

YACHT "CASTLE PEAK," sail, anchors, accessories. On View C. Y. C. anchorage.

For particulars apply, MR. OTTO KONG SING, Solicitor, 12, Queen's Road Central, Hongkong, 16th October, 1911. [1246]

## FOR SALE.

At a Moderate Price, 40 ACRES of LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle.

Apply to—Care of "Daily Press" Office, Hongkong, 12th August, 1911. [1022]

## FOR SALE.

DERRINGTON, 7-Roomed House, Pail Road, beautiful situation.

For Terms, apply to—C. SCHROTER, Care of Messrs. GARRER, BORNES & Co., King's Buildings, IIIrd, Hongkong, 10th July, 1911. [923]

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## INTIMATIONS

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G. R. NOTICE.

IT IS HEREBY NOTIFIED that on and after WEDNESDAY, the 1st of November, the Supply of Water to the RIDER MAIN DISTRICTS will be controlled by bringing the RIDER MAINS into operation, and that Water will be Turned on to each RIDER MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority or Registrar-General, or at the Tang Wah Hospital.

W. CHATHAM, Water Authority. Public Works Department, Hongkong, 27th October, 1911. [1301]

CITY HALL, FRIDAY, NOV. 3RD.

CATHEDRAL CHOIR CONCERT.

PLAN AT ROBINSON PIANO Co.

TICKETS \$3 & \$2.

Hongkong, 28th October, 1911. [1302]

BOXING! BOXING! CITY HALL.

SATURDAY, 4th NOVEMBER, 1911.

GENUINE BOUTS.

Admission \$1 and \$3, Ringside Seats \$5.

Bookings and Plans at the ROBINSON PIANO Co. BILL LEWIS, Promoter. Hongkong, 28th October, 1911. [1303]

AL FRESCO FETE.

In Aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL, to be held in the Compound of the ROMAN CATHOLIC CATHEDRAL, ON SUNDAY, 5th NOVEMBER, 1911, from 9 to 11 P.M.

UNDER the most Distinguished Patronage of HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., and LADY LUGARD.

Admission Ticket \$1.—which is entitled to a Souvenir on the presentation at the Souvenir Pavilion on the Evening of the Fete only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 5th November.

Tea, Cakes and Refreshments will be served during the Afternoon and Night.

Grand Cinematograph show will be kindly exhibited by Messrs. Pathé Frères, during the Evening and Night.

By kind permission of Lieut.-Col. HAMILTON and OFFICERS, the Band of the King's Own Yorkshire Light Infantry will play from 9 to 11 P.M.

Tickets can be obtained from TO-DAY at Messrs. GRACE & Co., Pedder Street and at the ROMAN CATHOLIC CATHEDRAL Compound, on SUNDAY, 5th November, from 9 A.M. to 7 P.M., and at the Gate on the Night of the Fete.

Special arrangements have been made with the Peak Tramway Co., Ltd., to run a late Train at 11.30 P.M. for the convenience of the Peak Residents.

Hongkong, 28th October, 1911. [1304]

THE OXYGEN & DRUM CO., LTD., OF LONDON.

Managing Agents at Shanghai, The Asiatic Petroleum Co., Ltd.







## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

Singapore, October 20, 1911.

(Messrs. LYTAL AND EVATT'S LIST.)

Nom. Value. Buyers. Sellers.

2 1/2 Allagar 3 1/2 3 1/2

2 1/2 Options 10 1/2 1 1/2

2 1/2 Anglo-Java 3 1/2 4 1/2

2 1/2 Anglo-Johore 6 1/2 7 1/2

2 1/2 Anglo-Malay 5 1/2 6 1/2

2 1/2 Anglo-Sumatra 5 1/2 6 1/2

1 Ayer Kuning 17 1/2 21 1/2

1 Banting 4 1/2 4 1/2

2 1/2 Banting Malaka 20 1/2 23 1/2

2 1/2 Batu Caves 6 1/2 7 1/2

1 Batu Tiga 17 1/2 21 1/2

1 Banting Borneo 4 1/2 4 1/2

1 Bukit Kiang 4 1/2 4 1/2

1 Bukit Lintang 2 1/2 2 1/2

2 1/2 Bukit Mertajam 2 1/2 2 1/2

2 1/2 Bukit Rajah 2 1/2 2 1/2

2 1/2 Bukit Solongor 1 1/2 1 1/2

2 1/2 Carey United 5 1/2 6 1/2

1 Castrol 10 1/2 11 1/2

2 1/2 Chersonese 3 1/2 3 1/2

2 1/2 options 1 1/2 1 1/2

2 1/2 Gladly Ord 2 1/2 2 1/2

2 1/2 Prof 2 1/2 2 1/2

2 1/2 Consolidated Malay 14 1/2 15 1/2

2 1/2 Damansara 12 1/2 13 1/2

1 Donastawa 22 1/2 23 1/2

2 1/2 Edinburgh 8 1/2 9 1/2

2 1/2 Federated Solongor 17 1/2 21 1/2

2 1/2 Galing Besar 7 1/2 8 1/2

2 1/2 Goleonda 7 1/2 8 1/2

1 Golden Hope 6 1/2 7 1/2

1 Harpenden 16 1/2 17 1/2

2 1/2 Hawwood 4 1/2 4 1/2

2 1/2 Highlands &amp; Lowlands 7 1/2 8 1/2

1 Inch Kenneth 13 1/2 14 1/2

2 1/2 Jasin 1 1/2 1 1/2

2 1/2 Johore R. Lands 10 1/2 11 1/2

1 Juru 11 1/2 12 1/2

2 1/2 Kumpang Kuantang 9 1/2 10 1/2

2 1/2 Kumpang 1 1/2 1 1/2

2 1/2 Kapar Para 12 1/2 13 1/2

2 1/2 Kapitigalla 8 1/2 9 1/2

2 1/2 Kepong 11 1/2 12 1/2

2 1/2 Kota Tinggi 11 1/2 12 1/2

2 1/2 Kuala Lumpur 10 1/2 11 1/2

2 1/2 Labu (P.M.S.) 9 1/2 10 1/2

2 1/2 Landron 6 1/2 7 1/2

1 Lebury 5 1/2 6 1/2

2 1/2 Lebury 21 1/2 22 1/2

2 1/2 Lebury 3 1/2 4 1/2

2 1/2 Lebury 9 1/2 10 1/2

2 1/2 Lebury 13 1/2 14 1/2

2 1/2 Lebury 17 1/2 18 1/2

2 1/2 Lebury 21 1/2 22 1/2

2 1/2 Lebury 25 1/2 26 1/2

2 1/2 Lebury 29 1/2 30 1/2

2 1/2 Lebury 33 1/2 34 1/2

2 1/2 Lebury 37 1/2 38 1/2

2 1/2 Lebury 41 1/2 42 1/2

2 1/2 Lebury 45 1/2 46 1/2

2 1/2 Lebury 49 1/2 50 1/2

2 1/2 Lebury 53 1/2 54 1/2

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2 1/2 Lebury 89 1/2 90 1/2

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2 1/2 Lebury 97 1/2 98 1/2

2 1/2 Lebury 101 1/2 102 1/2

2 1/2 Lebury 105 1/2 106 1/2

2 1/2 Lebury 109 1/2 110 1/2

2 1/2 Lebury 113 1/2 114 1/2

2 1/2 Lebury 117 1/2 118 1/2

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2 1/2 Lebury 161 1/2 162 1/2

2 1/2 Lebury 165 1/2 166 1/2

2 1/2 Lebury 169 1/2 170 1/2

2 1/2 Lebury 173 1/2 174 1/2

2 1/2 Lebury 177 1/2 178 1/2

2 1/2 Lebury 181 1/2 182 1/2

2 1/2 Lebury 185 1/2 186 1/2

2 1/2 Lebury 189 1/2 190 1/2

2 1/2 Lebury 193 1/2 194 1/2

2 1/2 Lebury 197 1/2 198 1/2

2 1/2 Lebury 201 1/2 202 1/2



## NAPIER JOHNSTONES

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD &amp; Co., and from ALL WINE MERCHANTS.

## SHANGHAI SHARE QUOTATIONS

ON 23RD OCTOBER, 1911.

[F. P. BAKER &amp; Co.'s List.]

COMPANY. PAID UP. QUOTATION.

Banks.—

Hongkong &amp; Shanghai 112 1/2 \$900, sellers.

Insurance.—

Union &amp; Pacific 100 \$400, sales.

North-China 100 \$100, sales.

Yangtze 100 \$100, sales.

Canton 100 \$100, sales.

Hongkong Fire 100 \$100, sales.

China Fire 100 \$100, sales.

Shipping.—

Indo-China 100 \$100, sales.

Shell Trans. 100 \$100, sales.

Straits Trading 100 \$100, sales.

Straits Trading 100 \$100, sales.

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## LOCAL SPORT.

## LEAGUE CRICKET.

CRICKET: A. CIVIL SERVICE. This league fixture played on Saturday last resulted in a very close and interesting contest.

Scores:—

CIVIL SERVICE.

R. O. Hutchison, c. Carvalho, b. Braga, 2

H. R. Phillips, c. Braga, b. Taylor, 19

A. R. Scherfand, c. Johnston, b. Taylor, 1

J. Jacobs, c. J. Braga, b. Carvalho, 22

H. T. Jackson, c. B. Braga, b. Carvalho, 9

Dr. Atkinson, c. Braga, b. Taylor, 1

J. McEwen, c. Carvalho, b. Taylor, 1

R. E. O. Bird, b. J. Braga, 29

H. A. Cox, b. Postonji, 19

R. C. Withell, not out, 14

L. E. Brett, not out, 1

Extras, 16

Total, 120

Bowling Analysis.

Taylor 1 7 29 3

Braga 10 6 4 2

Carvalho 6 0 4 3

Postonji 6 1 12 1

C.C.

R. Braga, b. Bird, 0

P. L. Braga, c. Brett, b. Bird, 7

P. A. Carvalho, b. W. Bird, 17

J. V. Braga, b. Bird, 10

H. H. Taylor, c. McEwen, b. Cox, 3

W. H. Vivenash, c. Cox, 3

J. D. Norris, c. Cox, 0

R. Postonji, b. Bird, 0

L. A. Rose, not out, 5

R. Phillips, b. Cox, 0

C. Johnston, b. Bird, 2

Extras, 54

Bowling Analysis.

Bird 11 2 1 28 6

Braga 5 0 17 0

Withell 2 2 0 4

Cox 2 2 0 4

C.C.

Under the favourable conditions of a good

light and little wind there was some good

shooting at King's Park on Saturday in the

match between Probables and Possibles, the

latter winning by the small margin of five

points.

The whole sixteen selected for the Possibles

turned up, but ten only of the Probables were

present, and it was therefore decided to count the

best eight of each side instead of ten as originally

arranged.

The best eight of each team are as under

from which it will be seen that, contrary to the

usual order of things, the shooting of both

teams was slightly better at the two longest

ranges than at the 200 yards:—

POSSIBLES.

200 500 600 Totals.

J. A. Leadbeater 33 33 29 95

V. Sorby 30 31 33 94

C. Osmann 29 31 33 93

B. Chapman 33 31 29 93

A. Stagg 30 32 30 92

F. Frank 29 29 32 90

W. Anderson 28 32 30 90

P. O. Thompson 30 29 30 89

242 248 246 736

Average: 92

PROBABLES.

200 500 600 Totals.

F. Brown 30 34 33 97

J. D. Danby 30 31 34 95

A. B. West 30 32 31 93

E. Heall 29 34 29 92

G. H. Bannerman 32 30 28 90

T. Heall 28 33 28 89

A. Calvert 30 29 29 88

R. Stewart 32 24 31 87

241 247 243 731

Average: 91.37

The best ten of the above sixteen scores

average 93.4, and, though higher scores may be

expected from several of the older shots, it is

doubtful whether this average will be much

improved upon, as this year's targets are quite

four points per man harder than last year's,

Saturday's average being about equal to 97.4

under the old conditions. This is a much

higher standard of shooting than has been at-

tained in Hongkong for several years, and

of course the







## SHIPPING

## ARRIVALS.

CARL DIERCKHOFEN, German str., 774, C. Jorgensen, 30th Oct.—Hainburg and Jorgensen, 30th Oct.—General—Jobson & Co. Hainburg, 30th Oct.—General—Jobson & Co. CHENAN, British str., 1,350, W. Lloyd Jones, 30th Oct.—Shanghai 25th Oct.—General—Butterfield & Swire. CHOTANO, British str., 1,424, M. Courtney, 30th Oct.—Kantau 24th Oct.—General—Jardine, Matheson & Co. FET, Norwegian str., 863, C. Wagle, 30th Oct.—Newchwang 23rd Oct.—General—Angard, Thorsen & Co. GUENSTRAE, British str., 3,064, J. McGillivray, 30th Oct.—London and Singapore 24th Oct.—General—Shewan, Tomes & Co. JAPAN, British str., 3,806, A. Stewart, 30th Oct.—Singapore 24th Oct.—General and Opium—David Sassoon & Co. LANDRAT SCHIEFF, German str., 1,015, A. Strave, 29th Oct.—Bangkok 21st Oct.—General—Rice and Wood—Kin Tye Lung. LYNEMOON, German str., 1,238, V. Pilgrim, 30th Oct.—Saigon 26th Oct.—General—Order. PEICHENBUR, German str., 1,313, Gorowich, 30th Oct.—Liverpool and Hainburg 29th Oct.—General—Butterfield & Swire. SIXTA, German str., 992, N. Jensen, 29th Oct.—Bangkok and Swatow 28th Oct.—General—Kin Tye Lung. SIHERIA, American str., 5,655, A. Zander, 30th Oct.—San Francisco 4th Oct.—Mails and General—P. S. S. Co. SIKOKU MARU, Japanese str., 2,466, P. Yoshikawa, 30th Oct.—Mito, Co.—Order. SNOWDONIAN, British str., 2,420, Wm. Griffiths, 30th Oct.—Barry Dock 18th Oct.—General—Admiralty. THOROS, Dutch str., 2,965, Rowan, 30th Oct.—Amoy 28th Oct.—General—Java-China-Japan Line.

## CLEARANCES.

At the Harbour Master's Office, 30th October. ALBA, British str., for Canton. FET, Norwegian str., for Canton. GUENSTRAE, British str., for Shanghai. Hainburg, British str., for Swatow. SNOWDONIAN, British str., for Weihaiwei. WAKARA MARU, Japanese str., for Singapore.

## DEPARTURES.

CHENAN, British str., for Canton. KAIFUKU MARU, Japanese str., for Moji. KWANGLOO, Chinese str., for Canton. KOSICHANG, German str., for Hainburg. YU-SHUN, Chinese str., for Canton.

## VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S. S. Co. str. *China* was dispatched from San Francisco on the 11th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox. The P. M. S. S. Co. str. *Manchuria* was dispatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox. The T. K. K. str. *Chiao Yang*, sailed from San Francisco on the 25th inst. en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 21st prox. THE AUSTRALIAN MAIL. The I. G. M. str. *Coblenz* left Sydney on the 21st inst. at 11 a.m., and may be expected here on or about the 13th prox. THE GERMAN MAIL. The C. P. R. Co. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th inst. p.m. THE INDIAN MAIL. The I. G. M. str. *Princess Alice*, carrying the German Mails with dates from Berlin of the 4th inst., left Singapore on the 29th inst., at 9 a.m., and may be expected here on or about the 2nd prox., at 2 p.m. THE INDIAN MAIL. The *Albatross* str. *Albatross* from Calcutta left Singapore on the 27th inst. afternoon, and may be expected here to-morrow. The Indo-China str. *Namang* left Calcutta for the Straits and Hongkong on the 23rd inst., and is due here on or about the 8th prox. MERCHANT STEAMERS. The N. Y. K. str. *Kure* (Calcutta Line) left Moji for this port on the 26th inst., and is expected here to-day. The I. G. M. str. *Prinz Eitel Friedrich* left Shanghai on the 1st inst. at night, and may be expected here to-day at daylight. The P. & O. S. N. Co. str. *Sumatra* is due here at 7 a.m. to-morrow. The Mogul Line str. *Lohian* left the United Kingdom on the 24th inst. for Hongkong via the Straits. The O.S.K. str. *Panama* from Tacoma left Yokohama for this port via Shanghai on the 20th inst., and is due here on or about the 2nd prox. The I. G. M. str. *Prinz Waldemar* left Kuchino on the 29th inst., at 5 p.m., and may be expected here on or about the 2nd prox., at noon. The Olof Wijk & Co. str. *Peking* left Sabang on the 27th inst., and is expected here on or about the 7th prox. The N. Y. K. str. *Ceylon* (Bombay Line) left Bombay for this port on the 20th inst., and is expected here on the 7th prox. The A. A. S. S. Co. str. *Indra* left Sabang for Singapore on the 25th inst., and is due here on or about the 8th prox. The T. K. K. str. *Hongkong* from Manila left Manila on the 9th inst. for Hongkong, and is expected to arrive at this port on or about the 27th prox.

## STEAMERS PASSED THE CANAL.

October 7th—*Achilles*, *Indra*, *Palawan*, *Slavonia*, *Sootra*. 10th—*Indra*, *Indra*, *Indra*, *Indra*, *Indra*, *Indra*, *Indra*, *Indra*, *Indra*, *Indra*. 13th—*Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*. 17th—*Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*. 20th—*Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*. 24th—*Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*. 27th—*Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*. 30th—*Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*, *Miyazaki*.

## ARRIVALS AT HOME.

October 27th—*Buolow*, *Calcutta*, *Carnarvonshire*, *Nippon*. ON SALE. POUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 2nd August, 1911.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via Singapore, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 2nd Nov., at 10 A.M.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. O. Cundy	JARDINE, MATHESON & Co., Ltd.	About 11th Nov.
LONDON & ANTWERP via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	Wagner	P. & O. S. N. Co.	About 11th Nov.
ROTTERDAM, HAMBURG & ANTWERP &c.	SACHSEN	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINE	On 12th Nov.
ROTTERDAM, HAMBURG & ANTWERP &c.	ARCADIA	Ger. str.	k.w.	Kotzke	HAMBURG-AMERIKA LINE	On 16th Nov.
ROTTERDAM, HAMBURG & ANTWERP &c.	SITHONIA	Ger. str.	k.w.	Bremer	HAMBURG-AMERIKA LINE	On 16th Dec.
ROTTERDAM, HAMBURG & ANTWERP &c.	BAVERN	Ger. str.	k.w.	Sandstedt	HAMBURG-AMERIKA LINE	On 21st Nov.
HAVRE & HAMBURG via STRAITS, &c.	FRANKFURT	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINE	On 7th Dec.
HAVRE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 8th Nov., at D'Light
HAVRE, BREMEN & HAMBURG, &c.	KAGA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 22nd Nov., at D'Light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TACOMA MARU	Jap. str.	—	Iizawa	OSAKA SHOSEN KAISHA	To-morrow, at 11 A.M.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	AWA MARU	Jap. str.	—	E. Melchior	OSAKA SHOSEN KAISHA	On 7th Nov., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	P. E. FRIEDRICH	Ger. str.	—	Parish	MELCHERS & Co.	On 27th Nov., at 2 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	CHINA	Brit. str.	—	S. Robinson	SANDER, WIELER & Co.	About 16th Nov.
NAPLES GENOA ALGIERS GIBRALTAR & SOUTHAMPTON	EMPEROR OF INDIA	Brit. str.	1 m.	H. Robinson	CANADIAN PACIFIC R. Co.	On 21st Nov., at 7 A.M.
BOSTON & NEW YORK	ST. ALBANS	Brit. str.	2 m.	T. Sekine	THE BANK LINE, LIMITED	On 30th Dec., at Noon
VANCOUVER via SHANGHAI & PORTLAND, &c.	STRATHCON	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. Co.	On 3rd Nov., at Noon
VANCOUVER, B.C. & SEATTLE via SHANGHAI, &c.	MONTAGLE	Brit. str.	—	H. S. Smith	TOYO KISEN KAISHA	On 10th Nov., at 1 P.M.
VANCOUVER via SHANGHAI & JAPAN, &c.	SHINTO MARU	Am. str.	—	E. Beecham	PACIFIC MAIL S.S. Co.	On 17th Nov., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Ger. str.	—	H. Bremer	MELCHERS & Co.	On 4th Nov., at 10 A.M.
AUSTRALIAN PORTS via MANILA	ST. ALBANS	Brit. str.	—	T. Sekine	GIBR, LIVINGSTON & Co.	On 11th Nov.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th Nov., at Noon
Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 9th Nov., at 11 A.M.
Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 14th Nov.
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd Nov., at Noon
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 5th Nov., at D'Light
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 3rd Nov., at Noon
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd Nov., at Noon
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd Nov., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 2nd Nov.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 3rd Nov.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 4th Nov., at M'night
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 5th Nov., at D'Light
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 6th Nov.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th Nov., at 10 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 3rd Nov., at 11 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th Nov., at 11 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 4th Nov., at 2 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th Nov., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 10th Nov., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 11th Nov., at 2 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd Nov., at 3 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 13th Nov., at Noon
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd Nov., at Noon
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th Nov., at 9 A.M.

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD, BREMEN.

## TO EUROPE BY THE

## MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
Capt. A. AHLBORN.		
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
Capt. F. PROSCH.		
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
Capt. E. MALCHOW.		
"YOROK"	17,000 "	ON MARCH 20TH.
Capt. J. BARNDEMAN.		
"PRINZESS ALICE"	20,300 "	ON APRIL 2ND.
Capt. P. GROSCHE.		
"LUETZOW"	17,300 "	ON APRIL 17TH.
Capt. J. BORTFELD.		
"KLEIST"	17,000 "	ON APRIL 30TH.
Capt. L. MAASS.		

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL

## LINES.

FOR	STEAMERS	TONS	TO SAIL
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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.

"P. E. FRIEDRICH" Capt. E. MALCHOW, 16,000 { Wednesday, 1st Nov., at Noon.

"PRINZESS ALICE" Capt. P. GROSCHE, 20,300 { About 2nd Nov.

"PRINZ WALDEMAR" Capt. H. BREMER, 6,000 { (Saturday, 4th Nov., 10 A.M.

"COBLENZ" Capt. L. KLUGKIST, 6,750 { About 14th Nov.

Kobe and YOKOHAMA ... ..

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st October, 1911.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

Saving 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong: "EMPERESS OF INDIA" SAT., 4th Nov. "EMPERESS OF BRITAIN" FRI., 1st Dec.

"EMPERESS OF JAPAN" SAT., 2nd Dec. "EMPERESS OF BRITAIN" FRI., 29th Dec.

"MONTEAGLE" SATURDAY, 30th Dec. 1912.

"EMPERESS OF INDIA" SAT., 27th Jan. "EMPERESS OF IRELAND" FRI., 23rd Feb.

"EMPERESS OF JAPAN" SAT., 24th Feb. "EMPERESS OF IRELAND" FRI., 22nd Mar.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA and the UNITED STATES and EUROPE, sailing at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships.

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

Marconi Wireless Apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers ... \$45 ... \$46.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates.

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

7

## PHILIPPINES S.S. CO.

## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
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SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 Tons About 10th November.

Kobe & MOJI, "CEYLON" ... 9,000 ... About 7th December.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46] YORK BUILDINGS Top Floor.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"ARCADIA."

Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th Nov., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARMORA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Stk and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "BOVET," due in London on the 23rd December, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th October, 1911.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Capt. G. C. Cundy, will be despatched for the above mentioned Ports about 11th November.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 16th October, 1911.

REGULAR STEAMSHIP SERVICE.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	10 A.M. 2nd Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	DELTA Capt. E. P. Martin, R.N.R.	About 9th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA Capt. S. Barclay, R.N.R.	About 11th Nov.	See Special Advertisement

For Further Particulars apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 30th October, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.	
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.	
SHANGHAI	"LINAN"	On 4th Nov., 4 P.M.	
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th Nov., 4 P.M.	
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAY" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th October, 1911.

# DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.			
FOR			
SWATOW, AMOY AND FOOCHOW AND RETURN. (Owing 9 to 10 Days).			
STEAMSHIPS	CAPTAIN	LEAVING	
"HAITAN"	Capt. J. S. Rose	TUESDAY, 31st Oct., at 11 A.M.	
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 3rd Nov., at 11 A.M.	
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 7th Nov., at 11 A.M.	

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—  
DOUGLAS, LAPRAIK & Co.,  
General Managers.  
Hongkong, 28th October, 1911.

# HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS
IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."			
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.			
TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, and all North and South American Ports.			
NEXT SAILINGS FROM HONGKONG:			
OUTWARD.			
FOR SHANGHAI, KORE and YOKOHAMA:			
S.S. SLAVONIA	2nd Nov.		
S.S. SCANDIA	16th Nov.		
S.S. SPERZA	2nd Dec.		
S.S. SFGOVIA	14th Dec.		
S.S. SILERIA	27th Dec.		
S.S. AMBRIA	10th Jan.		
S.S. GOLDENFELS	24th Jan.		

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 30th October, 1911.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
SHANGHAI	"CHUANGSANG"	Thursday, 2nd Nov., Noon.	
BRUNEL BAY	"CHUANGSANG"	Thursday, 2nd Nov., Noon.	
TIENTSIN	"CHEONGSHING"	Friday, 3rd Nov., Noon.	
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.	
SHANGHAI	"HANGSANG"	Sunday, 5th Nov., 11 A.M.	
SHANGHAI, KOBE and MOJI	"NAMSANG"	Friday, 10th Nov., Noon.	
MANILA	"YUENSANG"	Saturday, 11th Nov., 2 P.M.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 13th Nov., Noon.	

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).  
The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yagatze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.  
Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.  
Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 31st October, 1911.

# TOYO KISEN KAISHA

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. V. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

Triple Screw, turbine engine. \* Twin Screw.  
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

### INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 15th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Dec., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 15th December, at Noon.

TO	FARES FROM HONGKONG:
LONDON	£71-10-0
VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

TO	FARES FROM HONGKONG:
HONOLULU	\$20-0-0
SAN FRANCISCO	\$25-0-0
CHICAGO	\$35-10-0
NEW YORK	\$40-0-0
LONDON via NEW YORK	\$45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.  
SPECIAL BATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.  
"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.  
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 1st Nov., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed, Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Measures and Parcels. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 1st Nov., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,  
MANAGER  
772-778

# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG." Capt. E. de Catalano.

(1st AND 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 8th Nov., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	April 5
INDIA .....	8000	March 16	Through Steamer		April 13	April 19
DEVANHA .....	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALLOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	8000	May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71-10-0 SINGLE, £106-14 RETURN.

2nd £48-8 2nd £72-12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

NYANZA	7000	February	7	March	22
NILE	7000	March	6	April	13
NUBIA	6000	April	3	May	17
SUMATRA	5000	April	17	May	31
NAMUR	5000	May	1	June	24
PALAUAN	5000	May	19	June	29
BORNEO	5000	May	23	July	17
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55-0-0 SINGLE, £82-10 RETURN.

2nd £38-10 2nd £57-4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUZ and PORT SAID	KAGA MARU Capt. M. Haringo, 7,000 ATSUTA MARU Capt. Wm. Thompson, 9,000 HITACHI MARU Capt. T. Yamawaki, 7,000		WED'DAY, 8th Nov., at Daylight. WED'DAY, 22nd Nov., at Daylight. WED'DAY, 6th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Koo, 7,000		SAURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU Capt. Iriawa, 7,000 INABA MARU Capt. S. Tominaga, 7,000		TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sukino, 5,000 NIKKO MARU Capt. M. Yagi, 5,000		FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Tokawa, 6,000		TUESDAY, 8th November.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED'DAY, 22nd Nov., at Noon.
KOBE and YOKOHAMA	MIYASAKI MARU Capt. T. Murai, 9,000		THURSDAY, 9th Nov., A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen, 7,000		TUESDAY, 31st October.

\$ Fitted with New System of Wireless Telegraphy. \* Carrier Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA CALLING AT HONGKONG, SINGAPORE,

PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"KIRIN MARU," Tons 4,000, Capt. DEGUCHI, on 2nd Nov.

### 1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
TANGO MARU	9,000	K. Kawano	February 14th.
KAMO	9,000	E. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Haringo	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

FOR SEATTLE.

STEAMER	Tons	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tominaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SAZUKI	7,000	T. Iriawa	April 9th.
AWA	7,000	S. Tominaga	April 23rd.
INABA	7,000	S. Tominaga	May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40



